Claims

[c1] 1. An arrangement in an engine-driven goods vehicle comprising:
an engine drivingly associated with paired sets of drive wheels (9, 10 and 51, 52);
a differential (5, 6, 45, 46, 47) arranged between the paired drive wheels (9, 10 and 51, 52) of a set and including differential locks (7, 8, 48, 49, 50) for locking and braking respective differentials (5, 6, 45, 46, 47); and
a control unit (3) configured to control the engine and the differential lock (7, 8, 48, 49, 50) and reduce positive and negative output torque of the engine (1) to a maximum allowable torque level, after having receiving an input signal indicating that at least one differential lock (7, 8, 48, 49, 50) is activated.

[c2] 2. An arrangement in an engine-driven goods vehicle comprising:
an engine drivingly associated with paired sets of drive wheels (9, 10 and 51, 52);
a differential (5, 6, 45, 46, 47) arranged between the paired drive wheels (9, 10 and 51, 52) of a set and including differential locks (7, 8, 48, 49, 50) for locking and braking respective differentials (5, 6, 45, 46, 47); and
a control means for controlling the engine and the differential lock (7, 8, 48, 49, 50) and including a control unit (3) for reducing positive and negative output torque of the engine (1) to a maximum allowable torque level, after receiving an input signal indicating that at least one differential lock (7, 8, 48, 49, 50) is activated.

[c3] 3. The arrangement as recited in claims 1 or 2, wherein said drive wheels comprise at least two paired sets of drive wheels (9, 10, 51, 52), each set having a differential (5, 6, 45, 46, 47) and a differential lock (7, 8, 48, 49, 50) associated therewith, wherein the control unit (3) limits positive and negative

output torques of the engine (1) to a maximum allowable level dependent upon which differential locks (7, 8, 48, 49, 50) are activated.

[c4] 4. The arrangement as recited in claims 1 or 2, wherein said control unit (3) limits positive and negative output torques of the engine (1) to a maximum allowable level, which level depends on which transmission ratio is selected in a transmission (2, 42) arranged between the engine (1) and the drive wheels (9, 10, 51, 52).

[c5] 5. The arrangement as recited in claim 3, wherein said control unit (3) limits positive and negative output torques of the engine (1) exclusively when high transmission ratios are engaged.

[c6] 6. The arrangement as recited in claims 1 or 2, wherein said control unit (3) limits positive and negative output torques of the engine (1) to a maximum allowable level dependent upon engine speed.

[c7] 7. The arrangement as recited in claims 1 or 2, wherein a first of said differential locks (7, 8, 48, 50) is a wheel differential and a second of said differential locks (49) is an axle differential.